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NOTICES OF REMOVAL

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LINE.  
THE OFFICES of the above Ship Company have this Day been REMOVED to ALEXANDRA BUILDINGS, 3rd FLOOR. Hongkong, 29th April, 1904.

REMOVAL NOTICE.

NORTH CHINA INSURANCE CO., LTD.  
THE OFFICE of the above Company has this Day been REMOVED to ALEXANDRA BUILDINGS, SECOND FLOOR, Des Vaux Road. H. G. SIMMS, Acting Agent. Hongkong, 30th April, 1904.

CHANGE OF ADDRESS.

WILKINSON, HEYWOOD & CLARK, LTD. (Proprietors of David Storer & Sons), have REMOVED to ALEXANDRA BUILDINGS (3rd FLOOR). W. D. GRAHAM, Manager. Hongkong, 10th April, 1904.

NOTICE OF REMOVAL.

MESSRS. PALMER & TURNER have this Day REMOVED their Offices to ALEXANDRA BUILDINGS, 3d FLOOR. Hongkong, 1st May, 1904.

NOTICE OF REMOVAL.

DR. KEW, BROTHERS & CO., have this Day REMOVED their Dental Surgery to the 3rd FLOOR, ALEXANDRA BUILDING. Hongkong, 2nd May, 1904.

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Bath to each room.  
Dining-room and Cuisine under strict supervision.

European and American Wines, Spirits, and Beers.  
POOL AND BILLIARDS.  
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Terms: \$4 to \$10.00 per day.  
R. MATTHAEY,  
Proprietor.  
Hongkong, 6th May, 1904.

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ESTABLISHED IN LONDON IN 1815.

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**SUPERB OLD COGNAC,**  
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

**ANOTHER FINE COGNAC,** \$18.50 per doz.

Less old than the above.

**IMPERIAL BRANDY**  
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**THE ELITE OF WHISKY—  
THE "PALL MAIL,"**  
\$21 PER DOZ.

11 Years old: the finest quality shipped.  
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY,

\$11.00 PER DOZ.  
Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

**C.P. & Co.'s INVALIDS' PORT**  
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassell.

**DOURO PORT,**

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A fine, full, and fruity wine.

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BATH AMMONIA**  
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ANTISEPTIC CLEANSING

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DELICATELY PERFUMED with the sweet odour of MITCHAM LAVENDER. The bath has a new charm.

The addition of antiseptic REMOVES SKIN IMPURITIES, it is a Specific against PRICKLY HEAT and MOSQUITO-BITES.

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Hongkong, 21st December, 1903.

[a38]

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WINE AND SPIRIT MERCHANTS.

15, Queen's Road,

Hongkong, 16th April, 1904.

[a35]

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MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

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[a153]

Hongkong, 1st May, 1904.

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THE HONGKONG DISPENSARY.

[31]

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The Daily Press.

HONGKONG OFFICE: 114, DESVŒUX ROAD, C.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 4TH MAY, 1904

THOUGH the decisive action which we wrote of in yesterday's leading article as likely to be witnessed when the Japanese take advantage of the return of warm weather to commence the land campaign in real earnest is still to come, there can be no doubt that the series of operations described in General Kuropatkin's despatch is of the greatest importance. It is true that it has from the first been said that the Russian plan of campaign is to fall back and draw the Japanese on into Manchuria. Nevertheless, although they offered little resistance in Korea to the Japanese advance from Seoul to Wiju, on the northern bank of the Yalu the Russians have for weeks past been throwing up entrenchments and strengthening them, so it was said, with barbed wire entanglements after the South African model. Moreover, they concentrated a considerable number of guns, though these seem to have been much inferior in range to the Japanese artillery. It was plain that they did not mean to let the Yalu be crossed without a severe struggle. The Japanese, however, made their dispositions wisely, and after occupying the islets in the Yalu River on the 26th April they brought up naval assistance, in the shape of six small vessels, before taking their main body across. According to a Russian despatch, quoted by REUTER, some Japanese troops had succeeded in crossing before the 26th ultmo. But it was not until Saturday, the 30th, that their Army is stated by the Japanese to have crossed to the further bank and advanced on the Russian position. The principal assault began on the 1st instant, the Japanese starting to bombard at daybreak, and at 7.30 a.m. commencing an attack which, in the space of an hour and a half, left them masters of the heights.

The names of the places—probably villages mentioned by General Kuropatkin are difficult to identify, but it would seem that the whole Russian front was shattered, for the defeated troops fell back on Fenghuangcheng, one of the principal points in Russia's second line of defence, the Japanese being left in possession of twenty-eight Russian guns and a number of prisoners. In the meantime a naval attack had been delivered on Antung, where the small Japanese flotilla seems to have found 400 Russian infantry and cavalry, whom they compelled to abandon the town, burning it as they left.

The net result of the operations is that the Japanese have crossed the Yalu and destroyed the first Russian line of defence, at an expense of 700 men. The victory is one of which they have every reason to be proud. For if the Russians did not stake all on holding the Yalu they cannot, at any rate, have desired to retreat so hurriedly as to leave twenty-eight of their guns in the enemy's hands, to say nothing of the prisoners. The fact seems to be that the Japanese artillery was too good for them and that the infantry completed too well the work begun by the guns. With a large Japanese army now in Manchuria, the Russians find themselves in a very different position from that of last month, when the Japanese were still confined to Corea. Japan can shortly land troops direct, if she desires, on the Manchurian coast, at some point between the Yalu mouth and Taku-shan, for the Russians can no longer hold posts along this coast with the Japanese in great strength on their flank and rear, as well as in command of the sea. Nor is it certain that their Fenghuangcheng position will be tenable long. The line between there and Liuyang, as we have pointed out before, faces wrongly to oppose an advance from Corea. We may expect constant skirmishing now, but it seems problematical whether the Russians are going to make a desperate effort yet to yield no further before the Japanese advance. The superior Japanese artillery will come into play again very soon, we may be sure. We have been told before that Moukden will be the spot at which the Russian retreat will stop. The Russians may be at Moukden before they expected.

There will be a meeting of members of the V.R.C. this evening to make arrangements for the water-polo season.

We are asked to state that Mrs. May will longer be "At Home" on the first and third Thursdays of the month, for the present.

A large whale struck one of the submarine mines in Possiet Bay recently, causing it to explode. The body of the whale has been washed ashore.

Two fatal plague cases were reported yesterday, one body being found in Kowloon City and another in Ko Shing Street, No. 8. Health District. Both were Chinese.

The Echo de Paris publishes the following from S. Petersburg:—"It has been definitely decided that the Tsar and Tsaritsa will stop at S. Petersburg until the spring and will then proceed to Peterhof."

The work of transforming the Inner Circle underground railway in London into an electric railway was in progress day and night when the last mail left. An electric railway running from Uxbridge to Harrow is also to be opened this summer.

The Dominion Government has disallowed two Bills passed by the Legislative Assembly of British Columbia in 1903 aiming at the exclusion of Japanese from the country and from the collieries. Mr. McBride, the Premier, states that the Bills will be re-enacted on the earliest opportunity.

Die Zeit learns from Styr (Upper Austria) that 25,000 rifles of an old pattern have been sold to China by the Gun Factory there during the last few months, and that fresh orders had to be refused, as the conditions—cash down, or a guarantee by first-class firms—were not complied with.

The latest news about Colonel Marchand is that he has received permission from the Tsar to be attached to the staff of General Kuropatkin to follow the operations in the North. Colonel Marchand is beginning to be a close rival of Naval-Instructor Hobson, U.S.N., in the matter of newspaper paragraphs.

Viscount de Fontenay, the French Minister at Seoul is reported to have presented to the Imperial Korean Foreign Office a claim for nine hundred thousand yen compensation for railway material alleged to have been supplied from France for the Seoul-Wiju Railway. A concession for the construction of this railway was originally granted to certain Frenchmen who, however, allowed it to lapse without even beginning work upon the line. Thereupon the Korean Government started constructing the line, employing French engineers to supervise the work. Recently the concession was transferred to Japan, and the construction of the railway is being rapidly proceeded with under the direction of the Imperial Japanese Railway Department.

There are complaints at present from residents in Caine Road of bad smells coming from the drains between Glenmore and Old Bailey. Especially in the evening the offal are most offensive. It is certainly high time that the condition of these drains was looked into by the proper authorities and an improvement effected as a preventive of the outbreak of disease. The offence seems to be caused by bad air coming from the storm-water drains.

Mr. Robert Hewett, who becomes Governor of British North Borneo, in succession to Mr. E. W. Birch, has been for the past thirty years in the service in the Straits Settlements, where he has had some experience of nearly all forms of official life. This will be of great use to him at Sandakan, and his faculty for handling financial affairs should prove of benefit to the Borneo Colony. Two years ago, after rising gradually, Mr. Hewett became Financial Commissioner of the Federated Malay States, an onerous post, which would give trouble to any but a clear-headed and capable man.

Writing in a home paper, "E. J. V." calls attention to the matter of the clothing of the British troops in North China during the winter season. In Tientsin, he says, our soldiers instead of having fur coats, as other nations do, are ordered in the bitter winter weather, to pile round and over to Peiho river many feet thick and a strong piercing wind blowing, to wear the loose regulation khaki coat; when in multi coats of double fur are worn and fur caps with ear-flaps. Surely officers considered worthy to command men might be allowed sufficient discretionary power to clothe them in accordance with the rigours of the climate, should the authorities at home forget that China is a large country, and that what suits the south will not serve in the north. He thinks it hard enough for the mothers of England to give their sons for service, and that such treatment should not be meted out to "ring their hearts in this ruthless manner."

A British traveller, who is stated to have an intimate knowledge of Tibet, writes:—"Tibet is destined to become the California of the future. The regions into which the British Mission is now penetrating is one of the richest in the world. In fact, its mineral wealth is simply fabulous. Gold abounds in all directions, and nuggets as large as hazel nuts are found within a foot of the surface with no other mining implement than the shovel. British soldiers are, indeed, advancing into one of those ancient treasure houses of the genii, where one has but to scratch the soil and all is gold that glitters. Nor is gold the only wealth that is stored within these enchanted mountains. Iron, borax, salt, quicksilver, and lapis-lazuli are there in abundance, only awaiting the touch of an enlightened and civilising energy to reveal their hidden treasures to an astonished world. Of set policy both Chinese and Tibetan authorities have opposed the mineral development of the country, but it is undoubtedly that one of the contingencies of the near future consequent on the presence of a Russian resident at Lhasa would have been the mineral exploitation of Tibet."

We are asked to state that Mrs. May will longer be "At Home" on the first and third Thursdays of the month, for the present.

The war is affecting tea supplies in Russia. At Dalny it is stated that there are 1,600,000 pounds of brick tea awaiting the opportunity for export, and the Russian Minister of Finance has held a meeting for the purpose of arranging with the merchants methods of removal, as this class of tea is subject to deterioration. The Nossots asks the pertinent question: "Which way is this tea to come to Russia? Cargoes of merchandise are not accepted on the Manchurian railway at the present time and insurance companies refuse to accept the risks attendant upon the passage of the tea through Mongolia. As the Amur route is impossible, only two routes remain—the Arctic and Indian Oceans. The first of these is unsafe, as six ships were ice-bound two years ago. With regard to the route to Odessa by the Indian Ocean, the Russian Government charge the high duty of 11.75 rubles per pound (40lb). The tea merchants say it is impossible to pay this duty. Brick tea, which is the subject of negotiation, is drunk four times a day by the inhabitants of the Volga and central districts. It is boiled with butter and milk, and forms a nourishing article of diet."

ORCHESTRAL CONCERT.

The Band of the German cruiser *Hansa*, by kind permission of Rear-Admiral Holtzendorff, gave another orchestral concert at the Theatre last night under the able direction of Herr Bertram, the bandmaster of the ship. The following was the programme on this occasion:—

PART I.  
Overture..... "Der Freischütz" ..... Weber  
String Quartette (a) "Trau'm verloren" Konzak  
(b) "Bohemian Legend" Konzak  
Selection..... "Tannhäuser" ..... Wagner

PART II.  
Fantasie..... "I Puritani" ..... Leon Cavallo  
Intermezzo (a) "Nina" ..... Delibes  
Introduction (b) "Der Feuerlöwe" Manfield  
Hungarian Rhapsody... "No. II" ..... Liszt

[The above results are published by kind permission of the Hongkong Jockey Club.—ED.D.P.]

HART LEGACY CUP.

Mr. John Peel's Set ..... 1

Mr. K. J. Kingford's Heather Moth ..... 2

Mr. R. B. Moorhead's Kestrel ..... 3

Time, 1.30

CATHAY CUP.

Mr. Scudrypat's Jetsam ..... 1

Messrs. Robson's & Twoyses' Halvard ..... 2

Mr. Maria's Adour ..... 3

Time, 1.30

REUTER'S SERVICE.

THE WAR.—THE BATTLE OF THE

YALU.

LONDON, 1st May.

Washington wires that reports have reached

the State Department of a great battle at the

Yalu, resulting in a complete Japanese victory.

JAPAN'S VICTORY.

LONDON, 1st May.

The Japanese have captured Chiliencheng

which is regarded as the key of the Russian

position on the right bank of the Yalu. It is

expected that the Russians will retreat to Feng-

huangcheng.

NEUTRALITY.

LONDON, 1st May.

Sweden and Denmark have issued proclama-

tions of neutrality forbidding the warships of

belligerents to enter their naval ports or cer-

tain waters protected by mines.

## TELEGRAMS.

### "DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENT.]

### THE WAR.

THE BATTLE OF THE YALU.

LONDON, 2nd May, 11.10 a.m.

The Russians admit the capture by the Japanese on the 1st instant of Chiliencheng, and say that the battle is continuing at Potientintzy and Tschingtu [?].

The Japanese state that the Russians lost 800 as compared with their own 700, and that they have captured 28 Russian guns and 20 officers.

The Russians burnt the town of Antung after their defeat and abandoned it, retiring in the direction of Fenghuangcheng.

### THE PURSUIT.

#### STUBBOEN RESISTANCE AND HEAVY LOSSES.

Through the courtesy of Mr. M. Noma, Japanese Consul, we are enabled to publish the following official despatch received by him yesterday:

TOKIO, 3rd May, 6.10 p.m.

General Kuroki reports that on the afternoon of the 1st inst. the enemy offered stubborn resistance to our pursuit, adding 300 to our casualties. The enemy fought bravely to the last. Finally, two companies of their artillery, losing the majority of their men and horses, those surrendered by raising a white flag. The officers taken prisoners asserted that Division General Kashitarinsky, the commanders of the 11th and 12th Infantry Regiments, and the Artillery Battalion Sharpshooters were killed. Many other superior officers were also killed or wounded. Many refugees subsequently returned and surrendered. The total number of prisoners was—30 officers, and 300 non-commissioned officers and men. Details of losses are under investigation.

### SHANGHAI SPRING RACES.

#### FIRST DAY.

SHANGHAI, 3rd May.

SUBSCRIPTION GRIFFIN PLATE.

Messrs. Toog's and Barley's Seedcake... 1

Mr. John Peel's Glenburn ..... 2

Mr. Q. Bee's Skat ..... 3

Time, 1.32 2.5.

#### CRITERION STAKES.

Mr. Common's Gaffy ..... 1

Mr. John Peel's Steelboy ..... 2

Mr. Willis E. Gray's Huron ..... 3

Time, 2.6

#### GRIFFINS' PLATE.

Mr. Scudrypat's Alaska ..... 1

Messrs. Robson's & Twoyses' Halvard ..... 2

Mr. Maria's Adour ..... 3

Time, 1.30

#### JOCKEY CUP.

Mr. Toog's Otter ..... 1

Mr. K. J. Kingford's Heather Moth ..... 2

Mr. R. B. Moorhead's Kestrel ..... 3

## MANILA NOTES.

A RELIGIOUS IMPOSTOR.  
Jose Saide, a religious impostor, was arrested by the secret service on the 29th ult. at a house in Calle Tanday, where he was holding a mock communion service, surrounded by one hundred and fifteen of his dupes. Saide was gorgeously arrayed in a purple robe, with artificial flaxen hair, on which rested an enormous gilded crown. His face was blacked and he wore a braided black wool beard. He had announced himself as the Messiah and was reaping a rich harvest from the credulous natives, for blessings, promises of prosperous voyage, success in business or in love, the cure of diseases, and other things. A fat native woman, said to have been raised by him from the dead, was in his suite as the Virgin Mary.

Saide is a native of Paganian, Laguna province.

## FILE ON THE ESCOLTA.

The Escolta was visited by a fire on the evening of the 29th ult. The damages are roughly estimated to be about fifty thousand pesos to the building and about one hundred thousand pesos to the stock on hand. The building and the stock was fully insured. The fire started in the rear of the department store "Las Amazonas," number 98 Escolta, on the upper floor. The blaze soon spread to the adjoining store, the Bazaar da India-Inglesa, but the flames were confined to the upper part of the building. The store in which the conflagration started is owned by Llavoro and Thyot, and they are the heaviest losers, aside from the owner of the property. The building is owned by Pedro Roxas and is said to be fully insured. The stores were damaged to some extent by water and smoke, but they are also reported to be fully insured.

## OUTLAW SENTENCED TO DEATH.

Manuel Tomines, the leader of the band of outlaws that raided Isabela province, about which there has been so much stir lately, has been sentenced to death by Judge McCabe. Twenty-two members of the band led by him were also sentenced to terms of imprisonment ranging from one to eight years. The sentences were pronounced on the 28th ult.

## THE ELECTRIC TRAM-CARS.

Work on the Manila electric street railway is progressing rapidly. Great progress is being made on the erection of the power-houses, which the company expects to have completed by December 1. The line should be in full operation by January 1, 1905.

When completed the company will have thirty-eight miles of track within the limits of this city, including the line from Manila to Malabon. In the vicinity of Malabon, Caloocan, and Navotas it is estimated that there are about fifty thousand people, according to the recent census, who will be accommodated by the line. The company has at the present time about twelve miles of track laid and work is being pushed ahead as fast as possible.

## THE GOMEZ CASE.

The Gomez-Kabulza case has closed at last. The fate of the defendants is now in the hands of the court. As to their innocence or guilt there was considerable diversity of opinion expressed on the 28th ult. when the case was declared closed. A slight majority seemed to think acquittal would follow.

The court has been occupied with the trial for a period of more than six months. Hundreds of witnesses were examined, and the arguments before the court have extended over almost two weeks. The court assessors heaved a sigh of relief when the prosecution declared that it had finished its case and was willing to allow the case to rest with the court.

## THE HONGKONG-PORTLAND RUN.

An error crept into our last issue concerning the Portland and Asiatic S.S. Co. The vessels of this concern have not changed their names, and are still running under the same flag. Four years ago this line was initiated, running between Portland (Oregon) and Hongkong via Japan ports, having the steamers *Indraevia*, *Indrapura*, and *Knight Companion*. After the memorable wreck of the *Knight Companion* on the coast of Japan the *Indraevia* was chartered to take her place. From that time to the present, a regular schedule and an efficient service has been maintained.

The China Commercial Steamship Company, recognising the importance of Portland as a shipping market, came and acted as a supplemental service to the Portland and Asiatic Steamship Company in handling the traffic.

The Japanese post office department recently petitioned the local representative to allow the use of the P. & A. steamers for the carriage of European and American through mails.

Commencing this month the Harriman steamship service out of Portland will consist of eight steamships, with a combined carrying capacity of 60,000 tons, and a schedule which will give this port an Oriental steamer sailing every ten days. In order to increase the service so as to admit of such frequent sailings, the three "Indras" now comprising the Portland and Asiatic Steamship Company's fleet, will be released, as their charters expire in April and May, and will be replaced by four new modern built freighters of the most approved type, with a deadweight carrying capacity of from 7,000 to 8,000 tons on a draft of 24 feet of water. The vessels are all Hamburg-American liners and on account of their large carrying capacity on a comparatively light draft of water are particularly adapted to this trade.

The Patentees - Macmillan & Cameron, Limited, deserve A NATIONAL MEMORIAL for their excellent inventions.—*Local Chronicle*.

THE WAVERLEY PEN, THE PICKWICK PEN.

THE OWL PEN. THE HINDO PEN.

Sold at all Stationery, Waverley Works, Edinburgh.

## POLICE COURT.

Tuesday, 3rd May.

BEFORE MR. H. H. J. GOMPERTZ  
(ACTING POLICE MAGISTRATE).

## "BETTER OUT OF COURT."

Two Chinamen issued cross summonses against each other for assault. One had a cut on the arm and the other a cut on the leg. Mr. Gomertz fined them \$10 apiece.

## A POLICE SQUABBLE.

An Indian constable charged two other Indians with assaulting him. The Indians, when the assault occurred, were in plain clothes, off duty, and the complainant was on duty. The first defendant was fined \$10 or 14 days, second defendant \$5 or seven days.

## A SARCIT.

Three soldiers of the Royal Engineers were charged with assaulting an Indian constable. The first was fined \$10 and was ordered to pay \$1.75 for damage to the constable's uniform, the second was discharged, and the third fined \$3. There appears to have been a dispute about rickshaws.

## ALLEGED ARSON.

A fire, it will be remembered, occurred at No. 138, Wellington Street, second floor, recently. The conflagration took place between three and four o'clock in the morning. The master of the establishment had gone to Cau-tion, leaving a man and woman in charge. This man appeared before Mr. Gomertz to answer to a charge of arson.

Mr. E. R. Hallifax, Deputy Superintendent of Police, prosecuted, and Mr. P. W. Goldring, solicitor, of Mr. J. Hastings's office, appeared for the defence.

From evidence it appears that when the fire took place the people living at the next house, No. 140, saw flames at the back of the building, and also a fire on the verandah. The tenant of the first floor of No. 138 put out a fire on the stairs leading from the first to the second floor, and the occupant of No. 140 put out the fire on the verandah.

The premises were insured in the Northern Insurance Office and another company for \$3,000, and with Messrs. Sander, Weiler & Co., for \$1,000.

The defendant was committed for trial.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

## FANTAN.

The gamblers of the coolie class figured before Mr. Kemp for having had a quiet flutter in *Fantau* at No. 104 Des Voeux Road Central. One defendant, the keeper of the house, was fined \$50 or two months' imprisonment, and the others were fined \$5 or ten days, \$11.30 seized, and \$12.45 found on the person of the first defendant, together with the gambling outfit, were confiscated. Inspector Gould prosecuted.

## AN ANCHOR.

A fisherman charged with unlawful possession of an anchor explained that he had dredged it while fishing. The case was discharged, the Police, however, keeping the anchor.

## "KANAGAWA MARU" AT HONGKONG.

CAPT. JOHN MCKENZIE DODGES THE RUSSIANS.

The fine four-masted steamer *Kanagawa Maru*, belonging to the Nippon Yusen Kaisha's European line, left Hongkong for Japan yesterday, after a 24 hours' stay at this port. She left London shortly before war broke out, arriving at Malta on the 7th February, when she heard of the war. The vessel had a valuable general cargo on board, some 5,000 tons in all; and she found herself in a very dangerous position. Information was received at Malta that a Russian fleet was not only cruising in the waters of the Mediterranean, but was right off the port. Nothing could be done but remain in the neutral harbour, so Capt. John McKenzie "twiddled his thumbs," and did not shift-ship for 20 days. On the 27th February he heard that the Russian fleet had steamed away in a certain direction. He at once got the anchor aweigh, taking the opposite direction, and dodged off under the shadow of the African coast. It was common knowledge that Russian warships were infesting the waters of the Red Sea, so his only route was to steam right around the "Dark Continent." The *Kanagawa Maru* arrived at the Cape de Verde Islands in due course. Next she called in turn at Capetown, Durban, Singapore, and finally Hongkong.

She is a vessel of 3,825 net tonnage, 550 horse-power. As she left London on the 29th January she took 94 days on the passage out. The Russians lost a good prize.

## M. MURAVIEFF AND THE HAGUE TRIBUNAL.

In concluding his report to the Tsar on the proceedings of the Venezuelan Arbitration Court before The Hague Tribunal, M. Muravieff, Russian Minister of Justice, and President of the Court says:—

"I am convinced that this international tribunal is adapted, to the settlement of all disputes in which the purely legal element predominates, and in which questions relating to the political and national life of States and peoples are not touched upon. This great work, called into existence by the Emperor, needs still more careful attention on the part of those States which are animated by a desire for the peaceful progress of mankind on the basis of law and justice. Among other things the general confidence, sympathy, and esteem displayed during the proceedings of the tribunal in the Venezuelan case must be regarded as a guarantee of the success of the Court."

## MARINE COURT.

Tuesday, 3rd May.

BEFORE HON. CAPT. L. BARNES-LAWRENCE,  
R.N. (MARINE MAGISTRATE).

## REFUSING DUTY.

Johann Dannorvig, Master of the Norwegian steamer *Orange*, appeared as complainant against Peter Spencer, Archibald Powlett, Jussoff Cuffley and Moses St. John (sailors), James Guy and Samuel Hoyle (firemen), and Joachim Joss and Francisco Correlo (trimmers).

The complainant stated that while at Hongkong on the 30th ult. the eight defendants refused duty, requesting to be discharged. He told them that their time was not up. They asked to see the Consul, but complainant explained that the whole crew could not leave the ship together; one of them could come with him to see the Consul. He took Joseph Cuffley to the Consul, who informed him that they could not be discharged as their time was not up, nor was sufficient money due to them. Joseph Cuffley then insisted on seeing the Harbour-Master, who informed him that they could not be discharged at Hongkong unless the Consul undertook their maintenance. From that time until the present they had done no work. The men also had gone ashore without permission.

The defendants said that when they signed articles at Newport they understood they were just signing for the voyage to Hongkong.

The agreement had been read to them when they signed on.

Defendants were convicted, and sentenced to four weeks' imprisonment, also forfeiting two days' pay.

## FRANCE AND SIAM.

To understand the different attitudes adopted by various sections of the French Colonial Party, says a writer in the London *Morning Post*, it must be borne in mind that those differences really have reference only to the probable effect which the new treaty will have on the ultimate object of French ambitions in the Far East. As to that ultimate object there is entire agreement. It is the eventual absorption of Siam into France's Indo-Chinese Empire. This is the end which is kept permanently in mind by every member of the French Colonial Party, and the test by which the new treaty is judged is whether it will or will not contribute to the speedy realisation of that object. If it is asked what are the grounds on which it is sought to justify the design to annex the territory of an independent Asiatic State, the only intelligible answer that can be given is that Siam is a rich and prosperous country which the French would very much like to possess. To most people it would seem that the varied concessions of the new treaty constitute a sufficient guarantee of the predominant position claimed by France in the Mekong Valley. But the Committee of Foreign Affairs to which the treaty has been referred is not satisfied, and has instructed M. Francois Delouze to draw up a report embodying its suggested amendments.

## LATE TELEGRAMS.

[VIA CEYLON.]

THE TIBET MISSION.

London, 14th April.

Mr. St. John Brodrick, in his speech last night, defended Lord Curzon from the allegation of showing a desire for expeditions, or the undue assertion of British interests. There had been only three expeditions during Lord Curzon's Vice-royalty, which number had been greatly exceeded under his predecessors. During his tenure almost every part of the Government has been overhauled and reformed by the immense labour and knowledge he brought to bear. He has shown an unquenchable desire for justice in administration, and has shown a full desire for peace of the Frontiers.

Mr. Balfour said the House could rely without the smallest misgiving on Lord Curzon loyally and ably carrying out the policy which the House and the Government agreed was proper.

Calcutta, 15th April.

Details of General Mac Donald's advance to Gyantse have been received. The Tibetans encountered at the entrance to the narrow gorge were strongly posted on ridges and rocks commanding its entrance. They opened fire on the advance guard. The position they held necessitated somewhat long turning movements, with an ascent of about 2,000 feet, during which the enemy were shelled. When the general advance took place they were quickly routed and fled in all directions. Only three Sepoys were wounded on the British side. The Tibetans lost nearly 200 killed. Their total strength was estimated at about 2,000, including the Shigatse and Gyantse regular troops. These are now reported in full flight all over the country. The local Tibetans are now all pleading for peace. Three Lamas are now on their way from the Dalai Lama, and the Chinese Ambassador. The Gyantse district is described as rich, with ample fields of grain, dozens of hamlets are scattered around the main town, so that the troops are likely to be well provided for. Large numbers of the inhabitants have fled. All opposition for the present seems to have entirely disappeared.

Calcutta, 15th April.

A telegram from Gyantse, dated 16th instant, states that, while the troops were engaged destroying gunpowder abandoned by the Tibetans, four sepoys were killed and a native officer severely injured at Guru. Again, yesterday, at Gyantse, 14 Sepoys were severely hurt. Col. Younghusband has received a letter from two leading Blutians Chiefs, congratulating him on the success of British arms, adding that the Tibetans had brought the punishment upon themselves by their folly.

## POLITICAL FACTORS IN RUSSIA.

[FROM A ST. PETERSBURG CORRESPONDENT.]

The power of the few Statesmen who are supposed to know the secret of Russia's foreign policy is now considered, in diplomatic circles, of less importance than it used to be. People already try to read, between the lines of the leading art ideas of the *Journal de St. Petersburg*, Count Lamsdorff's mouthpiece, how he defends his position against the criticism that his moves in the diplomatic game against Japan have evoked. It is quite clear that he ought to have endeavoured, by some concessions, to prolong the negotiations until the end of June, when Russia's preparations for war in Manchuria and Korea would have been finished. That there was a strong probability of succeeding in this attempt at procrastination is admitted on all sides. Even alleged passages from M. Pavloff and Baron Rosen's secret reports are quoted as a proof that such enticing paths could easily have been found to drag the Japanese along with him. In fact, that this ruse was not thought of is explained in well-informed circles, by the ill-timed influence which M. Besobrasoff exercised on the Viceregal Alexioff and thereby indirectly on the Minister of Foreign Affairs. There are even people who dare hint that this adviser is personally and even pecuniarily interested in the premature annexation of Manchuria. It is said that, already with the *Ukase* of the 13th August, when Alexioff was appointed Viceroy of the Far East, that aberration of foreign politics began which brought Russia further and farther away from the proper track prescribed by due consideration of all the interests of the Empire. The greatest reason for anxiety is the fact that it is just in naval circles where indignation at Count Lamsdorff's mistakes is most strongly pronounced. Ambitious politicians among naval men may rely on the support lent by the Grand-Duke Michael Alexandrovitch and by the Tsar's brother-in-law, the Grand-Duke Alexander Michailovitch. Moreover, this feeling in Naval circles is gaining strength in the same proportion as the chance brought by Admiral Makarov into the defensive tactics at Port Arthur is being noticed. Now people begin to see that the want of depth in the dry dock at Port Arthur was really no hindrance for starting the work of repair of the huge ironclads. When this liner is repaired as well, we may have of a great naval battle. In case the Russian warships after the benefit of a long rest should gain a victory over the Japanese navies, that, by the wear and tear of a long winter campaign, must have lost some of their fighting value—in case of such a Russian victory the friends of the Navy would get so much power that Count Lamsdorff must fall a victim to their indignation.

At the same time, a successful naval battle might also be the means for extending the term of dictatorship for Baron von Plehve. Its principal enemy at present is not to be found in those congresses of medical men and engineers that have been dissolved by the police or have given the occasion for many imprisonments. The real danger for von Plehve's system comes from the more cool-headed opposition of the *Semovtsovs* (assembly) in the provinces. But up to the present von Plehve has shown himself perfect master of the situation. He understood how to make an impression on the Emperor at the proper time by interpreting the political agitation which had its principal support among officers of the provincial administrations and teachers in the higher schools as frivolous attacks directed against the orthodox religion and the Russian Church. He need only make proper use of the Tsar's edict to the Senate, which gave him the power to suspend the meetings of the provincial assemblies at Tver (which some years ago petitioned the present Tsar for a Constitution) for three years and to banish obnoxious persons that Government, in order to keep the most dangerous constitutionalists under his thumb.

An arrangement and an alliance between the self-reliant Home Minister and Naval men with a successful record behind them would, as matters now stand, make it its first object to overthrow Count Lamsdorff. Then the decision in all questions of Russian policy would be in the hands of this fraternity of "genuine" Russians. \*We have heard.—ED. D.P.

## CHINA IN THE HOUSE OF COMMONS.

## SHANGHAI AND NANKING RAILWAY.

On the 28th March Mr. Weir asked the Under Secretary for Foreign Affairs whether, having regard to the fact that, under the terms of the agreement signed by the British and Chinese Corporation (Limited) and the Chinese Government on July 9 last, the Corporation undertook to provide a capital of £3,250,000 for the construction of the Shanghai and Nanking Railway by the 9th inst., and that the requisite loan had not yet been arranged, he would ascertain to an extension of the period during which the money might be found, and the nature of any such extension.

Lord Percy replied:—We understand that it has been mutually agreed between the Chinese Government and the Corporation to postpone, for the time being, the issue of the Loan in accordance with the terms of the contract, which provides for the contingency of an unfavourable condition of the money market in the event of an outbreak of war.

## KODAKS! KODAKS!! KODAKS!!!

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PHOTO GOODS OF EVERY DESCRIPTION.

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or Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.

17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Post. Telegraphic Address: Press, Codes: A.B.C., 5th Ed. P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENTS  
JUST UNPACKED.

**BITTERS AND CAKES.**—A Special Consignment from the well-known Manufacturers, Messrs. Huntley and Palmer. A Varied Assortment of Biscuits and Cakes. Biscuits of the newest kinds, such as Arctic Wafers, Maizena Wafers, Tea, Peikstone, and Ice Cream. And also Gouau, Almond, Family, Oxford and Fruit Cakes. Inspection earnestly solicited.

H. RUTTENJEE,  
No. 5, D'Aguilar Street,  
36 to 38, Elgin Road, Kowloon.  
Hongkong, 4th May, 1904. [1183]

TO LET  
(Immediate Possession).

N<sup>O</sup>. 11, GAGE STREET, Eight Rooms and Godown. Apply to— C. F. DE CARVALHO, care of Hongkong Bank. Hongkong, 4th May, 1904. [1184]

DOUGLAS STEAMSHIP COMPANY LIMITED.

## FOR SWATOW.

The Company's Steamship "HAICJUNG." Captain Hodges, will be despatched for the above port on FRIDAY, the 8th inst., at 11 a.m. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 4th May, 1904. [1185]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.  
(Taking cargo in through rates to TSINGTAU). The Steamship "LOONGMOON,"

Captain Kalkofen, will be despatched for the above port on SATURDAY, the 7th inst., at 3 p.m. This Steamer has superior accommodation for First and Second class passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents. Hongkong, 3rd May, 1904. [1181]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.  
FROM MIDDLESBOROUGH, ANTWERP, LONDON AND PORTS. The Company's Steamship

"KANAGAWA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, To-morrow, 2nd inst.

Goods not cleared before the 8th inst., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 12th inst., or claims in connection therewith will not be recognised.

N.B.—Consignees of Cargo from Europe are required to sign Average Bond before Bills of Lading can be countersigned for delivery.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA. Hongkong, 2nd May, 1904. [1182]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "PERA" FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out, mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:— From London, &c., ex.s.s. "Caledonia" and "Egypt."

Optional Goods will be landed here unless instructions are given to the contrary before NOON, To-morrow, the 4th inst.

Goods not cleared by the 10th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 3rd May, 1904. [1181]

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

FULL line of samples may be seen at 53, Des Vaux Road, where our Representative has established himself. He will accept orders for all our brands of Cigars at Factory Prices.

COMPANIA GENERAL DE TABACOS DE FILIPINAS, Barcelona and Manila. Hongkong, 26th April, 1904. [1054]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTENJEE'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash. Hongkong, 22nd December, 1902.

## PUBLIC COMPANY

THE YANGTSZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per cent, being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Tails at Exchange 7.1 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 1st April, 1904.

By Order of the Board of Directors,  
W. S. JACKSON,  
Secretary  
Shanghai, 22nd April, 1904. [1122]

## WANTED.

RELIABLE and ALERT PORTUGUESE SALES MEN. Good wages to good men.

Apply— BOX 365,  
Care of Daily Press Office.  
Hongkong, 29th April, 1904. [1133]

## LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.

B. R.,  
Care of Office of this Paper.  
Hongkong, 16th May, 1903. [3148]

## THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that The BRADFORD DYERS' ASSOCIATION LIMITED, of No. 39, Well Street, Bradford, Yorkshire, England, Dyers, have, on the 30th day of January, 1904, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK.

The representation of a bird's nest with three eggs lying inside it, in the name of The BRADFORD DYERS' ASSOCIATION LIMITED, who claim to be the proprietors thereof.

The TRADE MARK has been used by the Applicants in respect of the following goods:

Cotton piece goods of all kinds except white cotton piece goods in class 24.

Silk piece goods in class 31.

Cloths and stuffs of wool worsted or hair in class 34.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Offices of the undersigned.

Dated the 4th day of March, 1904.

JOHNSON, STOKES & MASTER,  
Solicitors for the Applicants,  
8, Des Vaux Road Central,  
Hongkong. [655]

RUINART PERE & FILS, REIMS.

Established 1715,  
CHAMPAGNE GRAND CREST AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal)  
LAUTS, WEGENER & CO.  
Sole Agents.

Hongkong, 18th May, 1903. [50]

## G.

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A. J. A. B.C., Scott's and Engineering Co.  
Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513

Width of Entrance on Top... 89'  
Width of Entrance on Bottom... 77'

Water on Blocks at Spring Tide 264'.

DOCK No. 2 (at MUKAIJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 350

Width of Entrance on Top... 66'  
Width of Entrance on Bottom... 53'

Water on Blocks at Spring Tide 22'.

PATENT SLIP (at KOSUGI).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

## NOTICES OF FIRMS

## NOTICE.

M. R. HERBERT BENT Ceases to Sign our Firm by Proclamation from This Date.

HERBERT DENT & CO. Canton, 1st May, 1904. [1154]

## NOTICE.

I HAVE admitted Mr. HERBERT BENT a Partner in my Firm, to date 1st June 1904.

T. E. GRIFFITH. Canton, 30th April, 1904. [1155]

## NOTICE.

THE PUBLIC IS HEREBY NOTIFIED that all my Bills will, from This Date, bear my Signature, or the Signature of Mr. K. TAMENARI, and unless they are Signed by me or the said Mr. K. TAMENARI, my Sheriff is not Authorized to collect them.

H. YERA, Photographer.

Hongkong, 1st May, 1904. [1156]

## REVOCATION OF POWER OF ATTORNEY.

THE CHINAMAN GAN KANG SIOE, Trader of Samarang (Java), has revoked all Powers of Attorney given to KUNG TJONG DJEANG (also written KANG TJONG DJIANG LEANG or KANG TEONG CHEANG), of Amoy, carrying on Business under the Style of "HANG KEE HONG," especially the power of attorney given to him by deed dated 6 December, 1902, passed before the temporary acting notary at Samarang, J. H. A. van Barneveld.

J. G. L. HOUTHUYSEN, Notary Public at Samarang.

Hongkong, 3rd May, 1904. [1172]

## INSURANCES

## FOR SALE

FOR SALE.

THE "NAGASAKI MEDICAL HALL" and "AERATED WATER PLANT" as a Going Concern.

Apply— R. H. POWERS & CO., Nagasaki, Hongkong, 23rd April, 1904. [1074]

## FOR SALE CHEAP.

URAL BUILDING 100' 42 and 84, Magazine Gap, with former residence of the late J. J. Francis, Esq., Q.C.

Area of lots about 30,000 Sq. feet. Price \$7,000, of which \$1,000 to remain if required, at 7% per annum.

Apply to— AHIMEI LUMJAHN, 62 Queen's Road, Hongkong, 29th April, 1904. [1141]

## MANILA.

FIOR SALE as a going concern, HOTEL COMPANY, comprising two First-class Hotels in Manila, with Liveries attached. Intending purchasers will please apply for further particulars to—

M. H. C.

Care of Daily Press Office, Hongkong, 13th April, 1904. [1091]

## FOR SALE.

HOUSE BOAT, 42 feet long; Copper bottom; now lying at Au King's slip-way.

Offers may be sent to—

V.

Care of Daily Press Office, Hongkong, 2nd March, 1904. [800]

## FOR SALE.

AS a Going Concern, the BUSINESS carried on by the VICTORIA HAIR DRESSING SALOON and VARIETY STORE at Connacht House.

Further particulars apply on the Premises.

Hongkong, 2nd May, 1904. [1161]

## A PRESENT FOR THE WIFE.

AS a Going Concern, the BUSINESS carried on by the VICTORIA HAIR DRESSING SALOON and VARIETY STORE at Connacht House.

Further particulars apply on the Premises.

Hongkong, 2nd May, 1904. [1161]

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES. FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO., Hongkong, 3rd October, 1900. [54]

## MAIL TABLES

## FOR

1904.

Mounted on Card ... 30 cents

Paper ... 20 cents

On Sale at the Daily Press Office, Hongkong, 5th March, 1904.

## AUCTIONS

## PUBLIC AUCTION,

THE Undersigned have received instructions to Sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

TO-MORROW (THURSDAY), the 5th MAY, 1904, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street),

A GREAT ASSORTMENT OF ENAMELLEDWARE.

Comprising—

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## PARIS LETTER.

Paris, 1st April.  
The outlook in the Far East apart from the actual fighting is considered very serious indeed as far as European Powers are concerned. The stay at bay is a dangerous foe. Russia, furious at being unable to make headway either on land or on sea against her rival, is endeavouring to create complications, and bring in other countries to join. Great Britain is much too wide awake happily to fall into such a trap, so is America and other interested Powers. To take down foreign flags from private buildings at Nanchang was nothing short of madness on the part of the Russians, who have since been glad to hoist them up again for fear of having other Powers down on them by return. So long as the Russians content themselves with fighting the Japanese in Korea, which is after all the real battlefield, well and good, but let them for a moment deviate from that path and for some reason or another forget about respecting the neutrality of China, they will soon be brought to their right senses by those that are so closely watching her movements in every part of the world. One cannot but continue to admire the pluck, wiriness, endurance, and superior fighting qualities of the Japs, who have proved to be fully on the alert, as the Cossacks have recently discovered. The defeat of the Cossacks is significant, so far as rectifying the assumption that Russia is immeasurably superior in mounted troops in Korea. It is a common belief in French military circles that the Russian military authorities know very little about the nature of the country in which they are—hence why the undisciplined horses of the Japanese cavalry have up to the present proved more suitable than the larger and better-looking mounts of the Cossacks. A great many *Bozettiers* cannot explain why so many Russians have been falling back everywhere upon the line of the Yalu river, the more so, as only a few weeks ago large areas were covered with them. Grave events are expected very soon since the ice is rapidly breaking, thus minimising landing difficulties. Are the Russians equal to the occasion? So far the Russians have shown a lamentable want of foresight, while comparatively speaking, they are not as well prepared to fight as are their rivals. The war is actively discussed by Parisians of all classes, most of whom have ceased to confine their interest to the naval operations, since the commencement of the land campaign. Impartial opinion does not hesitate to admit that the Japanese certainly possess tactical advantage; the latter still remain masters of the field, since the Russian cavalry did not succeed in checking their advance towards their objective on the northern frontier. The next few days will most probably decide whether the Japanese intend to force the passage of the Yalu River by means of a frontal attack or whether they will simply hold General Mishchenko's division in check pending the development of the invasion of Manchuria on another line. The Russians, judging by their preparations, expect to be attacked at Nanchang, though it is not certain that the Japanese intend to pursue that course. The fact is very few know anything about the military plans of the Japanese; the veil of impenetrable secrecy which surrounds their movements is highly approval of though it affords a vast field for romances. Truly speaking, the colossal task upon which the Japanese have staked their national existence is such that they cannot afford to give their enemy a single point in the game. It would be next to an unpardonable mistake to look upon the present war as a show. Is it not a tremendous struggle for life and death between a new nation and an immense Empire—the most formidable military, power in the world according to Napoleon? Great Britain may call on to stand by her ally; this equally applies to France, however unpleasant this may sound. This is precisely what is dreaded in both countries at the present moment. As sure as these two nations join their respective allies, the whole of Europe and other parts of the world will be involved. It is only wise to prepare for such events; it rests with politicians to retard the day, and if possible to prevent it, by every means in their power.

A prophet having no honour in his own country explains why Parisians have welcomed M. Auguste Watrin's predictions with so much indifference. The circular distributed by mysterious messengers in various quarters of this capital—emanating from this prophet of evil—has failed to alarm citizens as much as M. Watrin expected, though the pamphlet in question is of a most disgusting nature. The circular, which is duly signed by M. Auguste Watrin, who calls himself a prophet, is supposed to have been received in the first place from God in the form of a supernatural revelation. The prophet lost no time in coming to Paris for the purpose of delivering his message; his prophecy is one of doom and desolation. "Paris," for instance, "is about to suffer the fate of Sodom and Gomorrah, for God is angry with this wicked city. Paris has been cursed, but not all of it will be destroyed by fire from heaven. Only the eleven arrondissements or wards situated in the centre will be devoured by the avenging flames; the others will be spared. Why the inhabitants of the Opéra quarter should have been singled out for such terrible punishment while their fellow citizens on the outskirts of the city are to escape the awful vengeance, is not told us. No doubt it is necessary to make an example of someone, and the frivolous habits of the Boulevards have been selected to play the role of the scapegoat. M. Watrin is a tender-hearted Jeremiad, since the awful destiny of so many Parisians fills him with grief"—so he says. "My eyes are wet with tears, and my revelations reiterated and authentic. It is my painful duty to warn my fellow-men. Just think that the steel claws of fate are about to lay hold of Paris, while red torments of fire will annihilate the heart of the city, amid cries of horror and fearful suffering." Announcing as a circular of this kind is, it cannot be said to have been drawn up in a practical manner since the one essential point about it—the probable date of this awful visitation—is not mentioned. The prophet—whom many look upon as an *écharpe de Charente* or lunatic—is also dumb as to the special offence or offences which have provoked the wrath of the Almighty. Parisians are sceptical people, and the foretelling of evil tidings is but an ungrateful task.

The scientific world is most attentively watching the experiments being conducted by that intrepid aviator Comte Henry de la Vaulx in marine ballooning on the Mediterranean, the vicinity of Cannes, which is very crowded just now. The object of the Count's experiments is to show the world what can be done in the art of ballooning; he is sanguine that he will be able to sail about on the Mediterranean as safely in his balloon as he could in a yacht, remaining for a week or fortnight on the water. This masterpiece he hopes to achieve during this coming summer, provided all things go on as he has reason to expect. The Count has already solved the problem of demonstrating the feasibility of the balloon at a small elevation over the surface of the water for an indefinite length of time, and of deviating from the course of the wind at least thirty degrees. The famous aviator has experienced some wonderful adventures; he claims to be the champion balloonist of the world, an honour which few care to dispute. His recent trip across the

Channel from Paris to Hull in England is still green in the minds of Parisians and others; no one was prouder than he was to have accomplished so long and successful a journey in his balloon. The Count's hundredth aerial trip took place last November, since when he has made five more ascents; he has beaten every record in the world, having covered 13,300 miles, passed 882 hours or thirty-six days in his balloons, and conveyed 327 passengers. To this record must be added a still more prouder one, and that is that neither the Count nor any of his companions on his aerial excursions ever received so much as a scratch. Comte Henry de la Vaulx is a good-looking young man, and only 33 years of age, tall, lithesome, whose passion is ballooning. There is never anything of the bragging in his descriptions; some of his feats have been truly remarkable; he delights in thrilling experiences, while his numerous exciting adventures in the air only render him more and more courageous. The most sensational excursion which this young intrepid aviator ever undertook was on the 22nd of October, 1898, when accompanied by a friend of his, M. Mallet, they sailed over the terrible furnaces of Liège with a thousand cubic metres of inflammable gas. An elevation rather dangerous, landing in Pont-à-Comptes after a voyage of 650 miles. All passed off well happily, while the sights they encountered on that glorious night were unique. Every preparation had been made for a long journey. As the aeronauts came nearer to the furnaces the effect they declared was truly marvellous; flames shot up from innumerable furnaces, rendering the scene realistically Dante-like; it conveyed an idea of the Inferno, and recalled its doleful inscription:—Abandon hope all ye who enter here. Fearing to be reacted, the Count decided to mount higher; four hundred yards higher the spectacle was as magnificent, though the conflagration seemed to increase every instant, fire belching out of a hundred huge chimneys, the flames roaring with a sinister noise as they shot up in the clear air, threatening to suck the Count and his companion into the burning whirlpool.

Though every effort is to be made henceforth to combat "absinthism" in France, it must be observed that formerly there can be no question that the French nation was far more free from the vice of intemperance than the English, though at present in Paris and the cities of any rate the scandal is almost as great as could be. The favourite liquor which the French choose to tipple has become more and more deadly in its composition, and consequently in its effects. Originally the only important ingredient in its composition, besides alcohol, was the essential oil of wormwood, and though doubtless this added something to the mischievous effects of the liquor, it would be impossible to trace to it, or to the other comparatively trivial ingredients, the more serious of the special results which are now observed to occur in the numerous victims of absinthe. The latter, according to recent analysis, now contains a large portion of antimony, a poison which cannot fail to add largely to the irritant effects necessarily produced on the alimentary canal and the liver by constant doses of a concentrated alcoholic liquid. As at present constituted—this only applies to inferior absinths, of course—and especially when consumed in the disastrous excess now common in Paris by young and old of both sexes, and taken frequently upon an empty stomach, absinthe forms a chronic poison of almost unequalled virulence, both as an irritant to the stomach and bowels, and also as a destroyer of the nervous system. The addition of antimony is likely intended to produce the doubtful benefit of rendering absinthe less intoxicating, for it is notorious that tartar emetic is only silly given to drunkards by their friends to quiet their fury. As it would be impossible to dilute the liquor with sufficient large doses without risking the production of nausea, actual sickness, the quantity of antimony actually introduced into absinthe only serves to do all the mischief possible without any corresponding good.

*La Montanier*, by Messrs. de Caillavet de Flers and Delo-Joffrin, is an excellent play produced a few nights ago at the Vaudeville Theatre. Strong doubts existed as to its success considering that the play had been subjected to a considerable amount of discussion in advance, and that three dramatic authors of repute had combined to write the piece. Its success was however assured from the moment such talented players as Madame Rejane and M. Coquelin the elder had agreed to act the leading parts. The first act takes place in the old curio shop of La Montanier's aunt, and when the curtain rises the celebrated *comédienne* (Madame Rejane) enters with Neville, her latest admirer, to whom she vows everlasting fidelity. She next announces her intention of taking a theatre, and making Neville the manager. An impromptu supper is arranged in which act the *comédienne* is seen at her best, the cunning and impudent way in which she obtains from the Due de Richelieu a concession for a theatre in the Palais Royal, and the necessary funds from her noble admirers, being in themselves entirely enthusiastic. M. Coquelin also comes on in the next scene, the green-room of the Théâtre Montanier, as an old actor in love with La Montanier. The celebrated comedienne is seen at her best, the curtain rising on the little girl part to Mme. Rejane, nevertheless, who has some excellent opportunities for his fine eloquence as the mouthpiece of high-sounding sentiments on the theatre, patriotism, and liberty. In her theatre La Montanier is hiding an aristocrat disguised as a player, and when threatened with arrest she saves her lover and her troupe by enrolling her actors as soldiers. In the following act we are at Jemmapes on the battlefield, where the comedians, headed by La Montanier and Neville, play an important part in securing victory, and save the army by arresting the Austrians. In the final act La Montanier, heartbroken at the supposed death of her lover, regains the love of her husband; just then the resuscitated Neville appears, when La Montanier falls on her knees before him, and all is forgotten and forgiven. The audience expressed itself delighted with the play on the first night, and requested the curtain to be raised again several times. The play is eminently fitted to show the inimitable talents of Madam Rejane, and Messrs. Coquelin the elder and Jean Coquelin; the staging too was all that could be desired. There is every appearance of La Montanier lasting through the season.

Messrs. Pelletan, present Minister of Marine, and ex-Minister of Marine Lockroy, are the principal actors in the pending battle now raging in the Chamber of Deputies over the Parliamentary inquiry into the state of the Navy. M. Lockroy bitterly denounced M. Pelletan, whom he accused of having disorganized the French Navy, since he was appointed head of the Admiralty. The state of things was so critical, confused the enraged and jealous M. Lockroy, that wore was to break out France, would find herself with a Navy only half armed and inadequately provisioned. Though this section caused a temporary profound sensation in the House, it did not shake the confidence of M. Combes, the Premier, in M. Pelletan, who waited patiently until his aggressor had finished his speech, before replying to the charge. As soon as order was restored, he once more declared that there was no foundation for M. Lockroy's attacks, and that he could assure the Chamber in all sincerity, that he had done on several occasions before, that

France was prepared for any eventuality, and that the French Squadron in the Far East—especially selected for demobilization by the members of the Opposition—was capable of meeting any possible attack. The Chamber finally voted for the appointment of an extra Parliamentary Commission of Enquiry into the whole question of the condition of the Navy, and of the state of the Colonial defences by 312 to 236 votes. M. Pelletan is above paying the least attention to the shouts of derision raised on his appearance in the Chamber. He is not in the least afraid to stare on his enemies, and by his cool determination, make them look small. Let facts speak for themselves, remarks M. Pelletan, who has brought the Navy to a better state than in which he found it. M. Pelletan has roused the anger of those Admirals who fancy themselves a State within a State, by his policy to award the colonies in their respective offices with as little delay as possible.

Rocks are having a terrible time of it in Paris just now. Since M. Louvet twelve months ago ordered that the nests of quite an army of these birds which had built their nests in the trees of the Elysées Palace gardens were to be destroyed, Parisians have complained of the nuisance in other parts of the city. The authorities are busy clearing public gardens and squares of the presence of such noisy birds. There are too many rocks in Paris actually, a few less of these unwelcome visitors would enable tired citizens to enjoy a little more sleep.

The distribution of charity in Paris of late has become simply disgraceful. According to statistics to hand of a private charitable institution, more than two thousand members of the Paris aristocracy appear on the books of the institution. The amount distributed in charity to these really supposed to benefit by the institution is 4,473 francs. 20 centimes. In other words, after the officials have drawn their salaries, paid their office rent, and the expenses incurred by making themselves nice and comfortable—spending in this way nearly £2,160—there remained less than 5,000 francs, or £200, for the poor of Paris! Another illustration that charity begins at home.

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3rd May.  
ANNAM, French str., for Europe.  
AMAGNA, German str., for Yokohama.  
CATHERINE ARCA, British str., for Calcutta.  
CHOWFA, German str., for Bangkok.  
CHOYASO, British str., for Shanghai.  
DEUCALION, British str., for Shanghai.  
HANOL, French str., for Hongkong.  
KANAGAWA MARU, Japanese str., for Yokohama.  
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MACHEW, German str., for Bangkok.  
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LONDON & ANTWERP.	AGAMEMNON	Brit. str.		BUTTERFIELD & SWIRE	21st June.
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HAVRE & HAMBURG	SEGOMIA	Gor. str.	Förck	HAMBURG-AMERICA LINER	14th June.
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SHAWMUT	TRITON	Brit. str.		DODWELL & CO. LTD.	21st inst.
ARAGONIA	TRITON	Brit. str.		PORTLAND & ASIATIC CO.	14th June.
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TRITON	TRITON	Brit. str.		DODWELL & CO. LTD.	About 3rd inst.
TRITON	TRITON	Brit. str.		SHIENSON & CO.	13th inst.
TRITON	TRITON	Brit. str.		BUTTERFIELD & SWIRE	To-day.
TRITON	TRITON	Brit. str.		BUTTERFIELD & SWIRE	To-morrow.
TRITON	TRITON	Brit. str.		BUTTERFIELD & SWIRE	6th inst.
TRITON	TRITON	Brit. str.		BUTTERFIELD & SWIRE	7th inst.
TRITON	TRITON	Brit. str.		SIESENSEN & CO.	7th inst., at 3 P.M.
TRITON	TRITON	Brit. str.		A. L. Valentine	About 8th inst.
TRITON	TRITON	Brit. str.		HAKA SHOSEN KAISHA	11th inst., 10 A.M.
TRITON	TRITON	Brit. str.		HAKA SHOSEN KAISHA	8th inst., 10 A.M.
TRITON	TRITON	Brit. str.		HAKA SHOSEN KAISHA	15th inst., 10 A.M.
TRITON	TRITON	Brit. str.		OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
TRITON	TRITON	Brit. str.		OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
TRITON	TRITON	Brit. str.		OSAKA SHOSEN KAISHA	6th inst., 11 A.M.
TRITON	TRITON	Brit. str.		BUTTERFIELD & SWIRE	7th inst.
TRITON	TRITON	Brit. str.		BUTTERFIELD & SWIRE	To-day.
TRITON	TRITON	Brit. str.		DODWELL & CO. LTD.	About 7th inst.
TRITON	TRITON	Brit. str.		SHEWAN, TOMES & CO.	7th inst., 10 A.M.
TRITON	TRITON	Brit. str.		SHEWAN, TOMES & CO.	11th inst., at Noon.
TRITON	TRITON	Brit. str.		SHEWAN, TOMES & CO.	14th inst., 10 A.M.
TRITON	TRITON	Brit. str.		MELCHERS & CO.	Quick despatch.
TRITON	TRITON	Ital. str.		CARLOWITZ & CO.	11th inst., at Noon.

## NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.
Steamer.	Tons.	Captain.	Sailing Date.




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**OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th May.
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTSZE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"ANTENOR"	On 10th May.
* GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 17th May.
LONDON and ANTWERP	"ACINOS"	On 24th May.
LONDON and ANTWERP	"DEUCALION"	On 7th June.
* GENOA, MARSEILLES and LIVERPOOL	"TEENKAI"	On 20th June.
LONDON and ANTWERP	"AGAMEMNON"	On 21st June.

\* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 17th May.

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 30th April, 1904.

**CHINA NAVIGATION CO.  
LIMITED.**

FOR	STEAMERS	TO SAIL
MANILA	"KAIFONG"	On 4th May.
SHANGHAI	"WOOSUNG"	On 4th May.
SHANGHAI	"HUNAN"	On 5th May.
SHANGHAI	"KUICKIANG"	On 6th May.
SHANGHAI	"WUHU"	On 7th May.
SWATOW and TIENTSIEN	"CHIHLI"	On 7th May.

TIMOR, PORT DARWIN, THURE,  
ISLAND COOKTOWN, CAIRNS, \* "TSINAN"..... On 9th May.

SYDNEY and MELBOURNE ..... "CHANGSHA"..... On 13th May.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

\* Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th May, 1904.

FOR CANTON.

The new and fast Twin-Screw Steamer

"SAN CHEUNG."

951 Tons. Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD.,  
No. 147, Connaught Road Central.

Hongkong, 15th March, 1904.

MESSAGERIES CANTONNAISE.

J. TREVOUX & CO.  
HONGKONG-CANTON NIGHTLY  
SERVICE.

THE COMMERCIAL STEAMER

"PAUL BEAU,"

Captain Frangne, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon under European Supervision.

First Class European ..... \$8.00

Second Class European ..... \$3.00

First Class Chinese ..... \$1.50

Second Class Chinese ..... 80

Deck ..... 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to

J. LANDOLT, Agent,

The Pharmacy, Queen's Road Central.

Hongkong, 23rd March, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao work days at about 2 P.M. and Sundays about 7.30 P.M.

FARE (week days) 1st Class (including cabin and servant), \$2. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Cabin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3 hours to reach Macao.

MING ON & CO.,  
2nd Floor, 16, Victoria Street.

Hongkong, 8th September, 1903.

GRACA & CO.,  
FOREIGN AND COLONIAL STAMP  
DEALERS.

No. 58, PEEL STREET, HONGKONG,

Will be glad to send STAMPS on approval

to any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash

AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

[331]

PRINTING OF ALL KINDS at the most  
moderate prices at

THE "DAILY PRESS" OFFICE

All proofs are read and all work

superintended by Englishmen. Always

equal and greatly superior to that

done anywhere else. Estimates given.

**NOTICES TO CONSIGNEES**

FROM HAMBURG, BREMEN, PENANG  
AND SINGAPORE.

THE H.A.L. Steamship

"ARAGONIA."

Captain Schubert, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to acknowledge delivery of their Goods from the steamer.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, to-day, the 28th inst.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 5th May, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 28th April, 1904. [114]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

Cargo ex STEAMSHIP "HYADES"  
FROM SEATTLE, TACOMA, VICTORIA  
YOKOHAMA AND KOBE.

Having arrived per "Pingauy" Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.,  
Agents.

Hongkong, 27th April, 1904. [7]

OCEAN STEAMSHIP COMPANY,  
LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DEUCALION."

are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The cargo will be ready for delivery from Craft or Godown on and after the 3rd instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 9th inst.

No claims will be admitted after the cargo have left the steamer's Godown, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 11th inst., or they will not be recognised.

No fire insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 2nd May, 1904. [10-1]

FOR CANTON.

THE NEW AND FAST TWIN-SCREW STEAMER

"SAN CHEUNG."

951 tons. Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD.,  
No. 147, Connaught Road Central.

Hongkong, 15th March, 1904.

MESSAGERIES CANTONNAISE.

J. TREVOUX & CO.  
HONGKONG-CANTON NIGHTLY  
SERVICE.

THE COMMERCIAL STEAMER

"PAUL BEAU,"

Captain Frangne

